

(ESTABLISHED 1881.)

光緒二十九年十一月初一日

## 六拜禮

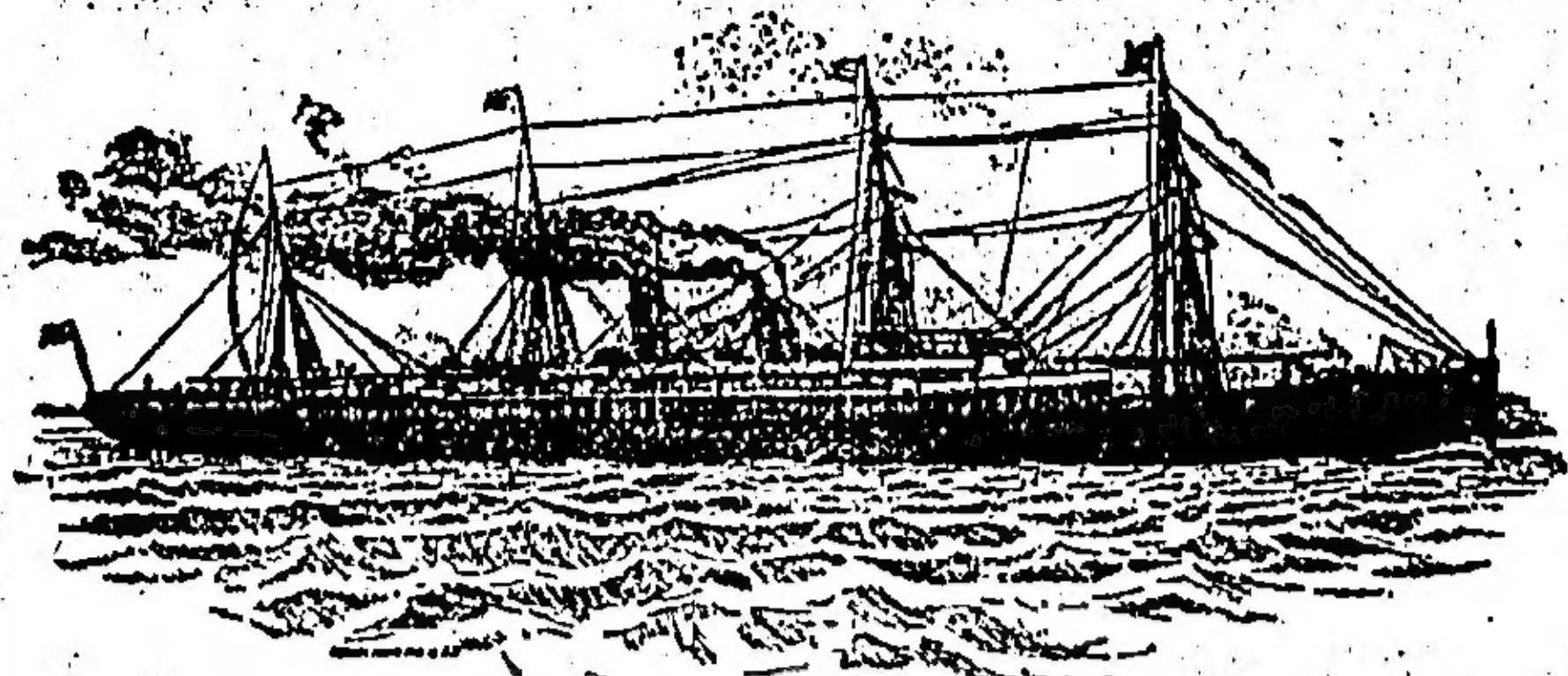
號九十月二十英港香

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Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.KING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG

"KOREA"	11,276 Gross Tons.	SATURDAY, 26th December, at Noon.
"GABRIO"	4,205 "	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,307 "	SATURDAY, 9th January, at Noon.
"CHINA"	5,000 "	TUESDAY, 19th January, at Noon.
"DOJO"	4,784 "	FRIDAY, 29th January, at Noon.
"NIPPON MARU"	6,307 "	SATURDAY, 6th February, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 "	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307 "	WEDNESDAY, 2nd March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any port en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the air tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are fixed and will apply only to Missionaries, Members of the Naval and Military Services, to Consular and Diplomatic Officials of the Governments of China and Japan. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, in Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

## FEATURES OF THIS LINE

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line in Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 18th December, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

"EMRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

M.S. "EMRESS OF CHINA"	6,000 Tons.	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

The magnificent "EMRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VICTORIA (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World; the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.OBTASIATISCHER FRACHTDAMPFER DIENST.  
Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
LAGONIA	HAVRE, BREMEN and HAMBURG.	24th Dec.
FORST	(Calling at SINGAPORE and COLOMBO).	Freight.
URNBERG	HAVRE and HAMBURG.	25th Dec.
Jaburg	(Calling at SINGAPORE and PENANG).	Freight.
VOIA	ROTTERDAM and HAMBURG.	1st January, 1904.
MERIA	(Calling at SINGAPORE).	Freight and Passengers.
Duckstein	HAVRE and HAMBURG.	10th January.
URZBURG	(Calling at SINGAPORE and COLOMBO).	Freight.
Blotter	HAVRE and HAMBURG.	23rd January.
LESIA	(Calling at SINGAPORE and PENANG).	Freight and Passengers.
Schenfeldt	HAVRE and HAMBURG.	1904.
UBIA	(Calling at SINGAPORE and COLOMBO).	6th February.
von Hoff	NEW YORK	Freight.
	VIA SUEZ	About end of December, or beginning of January.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 7, Queen's Buildings.

Hongkong, 7th December, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,303 tons.	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSUIN"	2,360 "	A. W. Dixon.
"HANKOW"	3,273 "	C. V. Lloyd.
"KINSHAN"	3,860 "	J. J. Loebius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AN. MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons.	Captain B. Branch.
"NANNING"	569 "	C. Butchart.
"TAK HING"	1,618 "	A. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

1357e

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964e] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE &amp; Co.,

CONNAUGHT HOUSE.

954c]

## MADAM FLINT &amp; CO.,

DRESSMAKERS

AND

MILLINERS.

HAVE JUST RECEIVED

SMART READY-MADE  
WINTER COSTUMES

OF THE

NEW FASHIONABLE  
MATERIAL.

NOW SO MUCH IN-VOGUE IN

LONDON.

Hongkong, 23rd November, 1903. [1438e

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.35 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. [19

## DEUTSCHE WEINGESellschaft

DUHR &amp; CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle " " " " at \$16.50

LAUBENHEIMER, Hock " " " " at \$15.00

Price Reductions for Large Orders.

GROSMANN & CO.  
Hongkong, 16th October, 1903. [1259e

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1903. [191d

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.Tenders will be made up when required and the workmanship and material will be  
guaranteed.The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

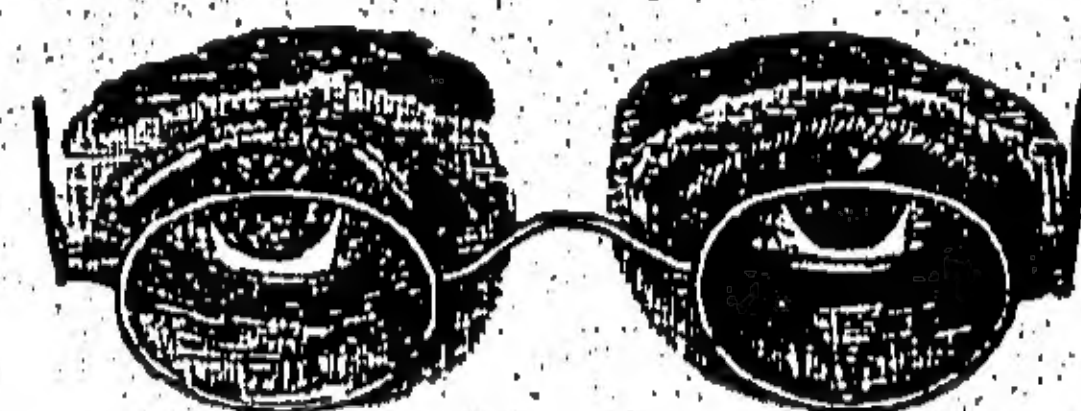
Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[6e

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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## NOTICE.

IT is hereby notified that, on and after  
SUNDAY, the 20th instant, that Portion  
of PRAYA EAST extending from SHIP STREET  
to No. 4 POLICE STATION will be CLOSED  
to wheeled Traffic. The Section from ARSENAL  
STREET to SHIP STREET, which is at present  
CLOSED, will be RE-OPENED to wheeled  
Traffic a few days later.W. CHATHAM,  
Director of Public Works.  
Public Works Department,  
Hongkong, 18th December, 1903. [1521e

## FRESH XMAS CAKES.

TRY our Fresh Xmas Cakes made from the  
BEST INGREDIENTS and PURE  
FRESH AUSTRALIAN BUTTER.  
We can supply at present 1½, 2½, and 3½  
and of other Sizes made to Order by giving  
previous Notice.Coast Ports Orders will be carefully attended  
to.H. RUTTONJEE,  
No. 5, D'Almeida Street and  
36 to 38, Elgin Road, Kowloon.  
Hongkong, 14th December, 1903. [146F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTOR,  
AND GENERAL COMMISSION  
AGENTS.  
16, DES VUEX ROAD CENTRAL,  
HONGKONG.  
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c. &c. &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIPS' STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 15th December, 1903. [138THE HONGKONG  
STUDIO,  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICES VERY MODERATE.

Hongkong, 15th September, 1903. [1130e

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.  
PRIVATE LINES, By Arrangement.

## NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.ELECTRIC SUPPLIES OF EVERY DES-  
SCRIPTION IN STOCK  
INCLUDING—BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,TELEPHONES,  
WIRE, &c. &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.Estimates given for all kinds of Electrical  
work.Trained Mechanics sent to Out-Ports to  
up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c. &c., Apply to  
W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager.

Hongkong, 2nd April, 1903.

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## Animations.



ESTABLISHED A.D. 1841.

S. WATSON & CO.,  
LIMITED.

## PORT

OLD VINTAGE, super-  
ior quality, Red Capsule - \$16.00 \$1.40FINE OLD VINTAGE  
superior quality, Black  
Seal Capsule - 20.00 1.70VERY FINE OLD VIN-  
TAGE, extrasuperior, (old  
bottled), Violet Capsule - 27.00 2.25NOTE.—Port, after removal, should be  
used for a month before use.Fine required for IMMEDIATE use  
should be ordered to be decanted before  
being sent out.These Wines are specially suited for  
families and general use, and are too well  
known to need further comment.S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 434.  
WHOLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

CHEE & CO.,  
祥利廣TEMPORARY STORE,  
FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

AS &amp; NEW YEAR CARDS.

FURNITURE  
DEALERS.LIVING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.FIRE-RESISTANT MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.PHOTOGRAPHIC  
DEPARTMENT.DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.PROMPT RETURN.  
Hongkong, 29th August, 1903. [7280]ARMICHAEL AND  
CLARKE,CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS, AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.  
B. C. Code, 4th Edition.1st Code.  
Superior Standard Code.  
LEIPZIG, 1903.  
Hongkong, 20th March, 1903. [3558]The Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to the Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.  
The rates per quarter and per month, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. (On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue in any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, DEC. 19, 1903.

## LEGISLATION NEEDED.

In a purely commercial centre, like Hong-  
kong, anything which may tend to facilitate  
shipping business must possess a certain  
amount of interest for at least a substantial  
portion of the community. We have, on  
several occasions, demonstrated the necessity  
of legislation being enacted to safeguard the  
interests of ship-owners and masters from  
the loss of money and time entailed by reason  
of the shipment of worthless hands, who  
obtain berths aboard at Hongkong, and  
desert whenever sufficient inducement is  
offered. Although we have one of the  
largest seaport trades in the world, little or  
no provision is made in this respect to  
protect the mercantile community, who  
certainly require and deserve protection.  
A few days ago the British steamer  
*Laertes* arrived from Saigon, and Captain  
Jackson reported that, when he reached the  
French port, the native crew, who had been  
shipped at Hongkong, deserted and left  
him to find substitutes as best he could. It  
was not until he had put himself to very  
great inconvenience and trouble that he was  
able to secure sufficient hands to enable him  
to have the steamer safely navigated to  
Hongkong. But his trouble did not cease  
with his arrival in British waters, as when  
the ship was on the point of making the  
return journey several of the hands left the  
vessel, and hasty inquiries for other men  
had to be made in order that the sailing of  
the steamer might not be delayed. The case  
in question is one of the usual type only  
too frequent in these waters. This, surely,  
discloses the urgent necessity that exists  
for some sort of surveillance over the native  
crews, who find berths on British vessels  
in this port. Such a state of affairs should  
have been remedied long ago; for, whether  
regarded as a means of facilitating the load-  
ing or discharging of cargo, or of improving  
the conditions of navigation, the control of  
the shipment of native crews in the Colony  
is a step which requires the urgent attention  
of the local legislature.

## LOCAL AND GENERAL.

INWARD parcels by s.s. *Coromandel* are now  
ready for delivery.The *Centurion*, battleship, Capt. F. F. Fegen,  
left Malta on 17th ult. en route for China.The following appointment has been made at  
the Admiralty—Engineer Commander J. E. D.  
Graham, to the *Tamar*, for the *Wolver*, and  
Hongkong Reserve, to date Nov. 10.H. E. THE Officer Administering the Govern-  
ment has appointed Mr. A. G. M. Fletcher,  
cadet, to act as assistant Registrar General,  
with effect from and including the 10th inst.His Majesty the King of Denmark, R.G.,  
C.C.B., has been appointed a General in the  
British Army on the occasion of the fortieth  
anniversary of His Majesty's accession to the  
throne.The *Kronstadt's Viesnik* states that orders  
have been given to push forward the work on  
the new Russian battleships *Borodino*, so that  
she shall be ready to leave for the Far East not  
later than next autumn.Mrs. Susanna Spurgeon, of Westwood, Beulah-  
hill, Upper Norwood, who died on Oct. 22,  
aged 71, widow of the Rev. Charles Haddon  
Spurgeon, has left estate of the gross value of  
£10,986, including £4,301 in net personality.The Consul-General of the United States at  
Frankfort says in a recent report that Germany  
contemplates an extension of her cables by con-  
structing lines between Alerado and Guam, in  
the Caroline Islands, and the Pelew Islands  
and Shanghai.Mr. W. J. Clennell, B.A., London, of the China  
Consular Service, has been called to the Bar  
at the Inner Temple on 17th ult. Mr. Clennell,  
who has been home on leave, left per  
N.Y.K. steamer *Awa Maru* on 10th ult. on his  
return to China. Mrs. Clennell and family  
accompany Mr. Clennell.A LETTER in the *P. & T. Times* a few days  
ago drew attention to serious inconvenience  
caused some British travellers home via Siberia  
in consequence of their passports not being  
properly viced, and not stating clearly that  
they were travellers out of as well as into Russia.  
The omission cost them £10 as well as delay.THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.ADDITIONAL regulations for the Hongkong  
Volunteer Corps are printed in the *Gazette*.A CIRCULAR despatch and enclosure printed  
in the *Gazette* notifies the accession of Denmark  
to the Copyright Convention.The case against the Captain and owners of  
the *Avon*, on a charge of carrying an  
unqualified mate, has been dismissed at  
Penang.CAPTAIN E. Barnardiston, R. E., execu-  
tive, engineer, North-Western Railway, India, has  
been selected as a member for a Railway  
Syndicate in China. He is said to be an officer  
of exceptional ability.H. E. THE Officer Administering the Govern-  
ment has been pleased to withdraw the Pro-  
clamation, No. 8 of the 23rd ultimo, declaring  
Nagasaki to be a port or place at which an  
infectious or contagious disease prevails.H. E. the Governor has given his assent, in the  
name and on behalf of His Majesty the King, to  
the Ordinance repealing the New Territories  
Titles Ordinance, 1902, and the Ordinance to  
further amend the New Territories Land Court  
Ordinance.A TELEGRAM has been received by H. E. the  
Officer Administering the Government from the  
British Minister at Bangkok stating that  
only medical inspection is in force against  
arrivals from Hongkong, and that there is no  
present intention of dispensing with such  
inspection.CAPT. Outerbridge, of the s.s. *Sunkiang*, from  
Vanilla, reports that at 4.30 a.m. on the 17th  
inst., when 20 miles to the S.W. of Hermana  
Mayor Island, he spoke the United States  
coast guard steamer *Minidanao*, which had lost  
her propeller. As the vessel required no as-  
sistance he came on to Hongkong.A MEETING of His Majesty's Justices of the  
Peace will be held at the Magistracy, at 2.15  
p.m. on the 29th December, for the purpose of  
considering an application from James D. M.  
Cameron for the transfer of his publican's  
licence to sell and retail intoxicating liquor at  
the Occidental Hotel, to Rudolf Matthaei.A MARRIAGE has been arranged, and will take  
place early in February, between Edward  
Hornby Beckwith, of Mappeth-mansions, son  
of the late Rev. George Langton Beckwith,  
M.A., vicar of Collingham, Yorkshire, and  
Janet, second daughter of Rear-Admiral Sir  
Edward Chichester, Bart., C.B., C.M.G., of  
Voulston, Barnstable.THE St. Petersburg *Viedomosti* states that  
it is intended to send to the Far East next year  
the Russian transport *Ku chuko*, of 7,200 tons,  
which has been built at the new Admiralty yards  
and is now lying in the Neva. She is designed  
to supply coal to warships abroad, and has ac-  
commodation for 3,500 tons; also for 32 officers,  
1,000 men, and 16 horses.NOTICE is given in the *Gazette* that a coal-  
ing wharf is about to be erected in front of Kow-  
loon Marine Lot No. 35 (late the Coal  
Briquette Works). While the work is in pro-  
gress, all vessels are advised to give the spot  
a wide berth, as rubble will be dumped in the  
Harbour to form a foundation for the wharf,  
forming an obstruction in the vicinity.DR. Middleton and Mr. Innes, the Commis-  
sioners appointed by the Government to  
inquire into the alleged irregularities in the  
administration of St. John's Island and the  
conditions which obtain or obtained in con-  
nection with coolies quarantined, left to-day for  
Penang where they commence their inquiries,  
says the *Straits Times* of 11th inst.THE Suez Canal dues operate as a con-  
stant barrier against any great influx  
of British or other European coal into Eastern  
waters. The canal dues of 9 francs on the  
Suez Canal register work out, in the case of a  
fairly modern boat, on a cargo of 5,100 tons, at  
4s. 4d. per ton. This impost also makes it  
impracticable for Indian or other Eastern coal  
to find a market in the great Mediterranean  
ports.THE DECEMBER CRIMINAL  
SESSIONS.The following case, was decided after we  
had gone to press yesterday evening.Arizo Shamizai, a Japanese, was charged  
with, on the 12th of December, feloniously  
attempting to put into circulation a coun-  
terfeit note of the Hongkong and Shanghai  
Banking Corporation, knowing the same to be  
a forgery.Prisoner pleaded "not guilty," and the fol-  
lowing jury was sworn—B. J. Spittles, A. Reid, T. C. Downing, W.  
F. Bassford, S. A. Joseph, E. H. Summers,  
Y. D. H. S. des Remedios.The Attorney General, stated that on the  
12th December the accused went to a shop  
and purchased goods to the value of a  
dollar and a half, and tendered in pay-  
ment a note for five dollars. No change  
was available so prisoner withdrew, and  
returned later for the same. During his absence  
it was discovered that the note was forged,  
and when he was informed of the fact, he ran  
away. He was pursued and arrested on the  
present charge. Sir H. S. Beakley told the  
jury that they must judge if the accused knew  
that the note was forged when he presented it  
in payment. Prisoner declared that he ignored  
that this was so.Evidence was given and the jury returned a  
verdict of "guilty." The Chief Justice sen-  
tenced the prisoner to two years imprisonment  
with hard labour. The Court was adjourned  
till Monday morning.THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## JUDGMENT FOR \$28,000

## AGAINST A SHIPBUILDER.

Judgment in the case in which Tso Cheung  
Shi, a widow, residing at 162 Queen's Road  
West, suing as executrix of Tso Heung Po,  
deceased, proceeded against To Shing, a  
trader, of 22 Peel Street, to recover the sum of  
\$28,000 money received, and \$12,000 damages,  
was given by the Chief Justice (Sir W. M.  
Goudman) at the Supreme Court this morning.

The Hon. H. E. Pollock, K.C., instructed by  
Mr. F. B. L. Dowley, of Messrs. Denny's  
and Bowley, appeared for the plaintiff, and Mr. M.  
W. Slade, instructed by Mr. C. E. H. Beavis, of  
Messrs. Wilkinson and Grist, represented the  
defendant.

His Lordship said:—This is an action  
brought by the executrix of the late Tso  
Heung Po against a shipbuilder named To  
Shing, claiming damages for the non-delivery of  
a small steam vessel, one of two which he had  
contracted to deliver to Tsoi. The damages  
claimed amount to \$28,000, namely \$28,000  
being the amount paid by Tsoi to To Shing be-  
tween certain dates on account of the vessel.

The vessel, if delivered, according to contract,  
could have been sold by Tsoi, and \$300,  
representing certain materials or fittings,  
not included in the specification, paid for by  
Tsoi and used in the steam vessel, the value of  
which it is alleged that Tsoi lost because the  
vessel was not delivered to him but to some-  
one else. It seems that one, Henry Piry,  
trading as H. Piry and Company, had acquired  
certain concessions from the French authorities  
at Kwong Chow Wan with regard to opium and  
other commodities, and wished to raise the  
necessary capital to utilize and develop those  
concessions, and to procure suitable steam  
vessels for purposes connected therewith.

Accordingly, he associated with himself  
three Chinese who could provide some, at  
least, of the money required, namely Chan  
Tuk Shang, Tse Lee Ching and Tsoi Heung  
Po, whom I will allude to as Tsoi. Their rela-  
tions were not at first regulated by any partner-  
ship agreement, and when Simon Daniel Piry,  
the brother of Henry Piry, came to Hong-  
kong, from Shanghai, about June, 1901, to look  
after matters, presumably in the interests of  
Henry, who was most of the time away, manag-  
ing matters at Kwong Chow Wan, he suggested  
the necessity of having something in writing to  
show the relations of the parties to each other  
in business. Accordingly, three documents  
were signed by H. Piry and Company—mean-  
ing, I presume, H. Piry—and by Chan, Tse  
and Tsoi (whose executrix is bringing this  
action). They are dated, 10th July, 1901. I  
quote from the translations. The first begins  
by reciting as follows: "Now we have invited  
our companions to establish the Kwong Chow  
Wan Shipping Company, Limited, and the  
Kwong Chow Wan, Raw and Prepared Opium  
Company, Limited." Then certain regulations  
are set out. The first was as follows: "Partners  
of this Company have not hitherto made any  
agreement with Piry and Company. Now this  
agreement is made as real proof. The name  
of Piry and Company, or Piry, shall be used in  
doing all business and building steamships."

The second reads as follows: "All the above  
mentioned business carried on by this Com-  
pany at Canton, Hongkong and Chek Hom  
shall be handed to Piry and Co. to manage  
and carry on, on their behalf. The managers  
of Piry and Company are Chan Yuk Shang  
and Piry." Various other regulations followed.  
To read this one would suppose it was con-  
templated to join two limited companies under  
the Companies Ordinances, rather than a  
partnership, but Mr. Simon Piry deposed that  
this was not so. The other two agreements  
are, respectively, the Regulations of the Kwong  
Chow Wan Shipping Company, Limited,  
(as it is called), and of the Kwong Chow  
Wan Opium Company, Limited. The first  
four clauses of the Shipping Company's  
agreement are as follows:—"This Com-  
pany has decided to make an agreement with  
regulations, with Piry & Co. 2. This Company  
shall carry on the shipping and saltpetre and  
sulphur business in Canton, Hongkong and  
Kwong Chow Wan. 3. It is proposed that the  
capital of \$5,000 shall be subscribed for this  
Company." (Shares are then set out). "4. All  
the capitals subscribed have been paid up in  
full." As regards the Opium Company, the  
first article stated that: "This Company has  
decided to make an agreement with Piry & Co.,  
with regulations to do the Kwong Chow Wan  
Raw and Prepared Opium (business) and ex-  
porting prepared opium. The second article  
provided for a capital of \$120,000, of which  
Piry was to hold \$10,000 and the three Chinese  
\$110,000 shares between them; and the third  
article stated that all the capitals subscribed  
had been paid up in full. Now, these docu-  
ments are by no means a satisfactory sub-  
stitute for a proper partnership agreement  
constituting Henry Piry, Chan, Tse, and Tsoi,  
partners in an ordinary firm, although the re-  
lationship between them has been assumed  
by the defendant all through the case to be  
that they were, all four, simply members of the  
firm of Piry and Co. But, assuming, as I will,  
that some sort of partnership existed, it is clear  
from the evidence that when those three agree-  
ments were signed not only had all the \$50,000  
capital of the shipping business been con-  
sumed, but that the shipping Company or  
business had already had to borrow some  
\$70,000 from the \$120,000 capital, or sup-  
posed capital, of the Opium Company. It  
seems clear, therefore, that the Shipping Com-  
pany was not in a position to pay for extra  
steamers, unless fresh capital was introduced.  
This was in or about July, 1901. Now, at that  
time, the defendant was building two steam  
vessels which were originally intended to be  
used in connection with the carriage of opium  
and freight, and in the careless unbusiness-  
like way in which matters seem to have  
been conducted, no proper written con-

tract for such building had been made. I  
did not appear at what dates payments on  
account of such building were to be made to  
the builder. It, however, appears that the two  
ships were ordered on 7th February, 1901,  
and 7th April, 1901, respectively, and that  
the first was to cost \$48,000, and the other  
\$30,000, and that there were written Chinese  
tenders and specifications, and that the de-  
fendant in those tenders agreed to complete  
the first steamer within nine months from 10th  
February 1901 and the second, within eight  
months from 10th April 1901. Thus both were  
to be completed in 1901. The shipbuilder had,  
by about August, 1901, received some \$40,000,  
on account, principally from Chan, but could  
not complete without further payments, and  
H. Piry and Co. had no funds available. Henry  
Piry was away down South. He left by the  
beginning of August, 1901, and was away over  
two years. Tse and Chan would not find fur-  
ther capital for these two ships and, eventually,  
Tsoi agreed to do so, but to protect himself  
wanted them handed over to him by the builder  
when finished. This being the state of things,  
the defendant, in my opinion, not caring who  
got the ships so long as he was paid for them,  
went to Mr. Denny's office on October 7, 1901,  
and, according to the evidence of Mr. Denny's  
interpreter, Yam Kwan Un, asked Mr. Denny's  
to have the written contract with regard to the  
building of the two steamers made out in Tsoi's  
name. Next day, the defendant went again to  
Mr. Denny's office with Tsoi and Chan and they  
arranged to have the agreement made in  
Tsoi's name, and not in Piry's. The original  
tenders with the specifications were addressed  
and headed "To Un Chan Yuk Shang." Ac-  
cordingly, on October 9 a formal agreement  
was drawn out putting Tsoi in Chan's shoes,  
as it were, reciting the previous payments of  
\$40,000 and stipulating quite simply and  
clearly, that To Shing, (the defendant) would  
complete the two ships and hand them  
over to Tsoi, and that Tsoi would pay the  
balance of \$9,000 to the defendant in due  
course. This agreement was interpreted to  
the defendant and the interpreter deposed that  
they all appeared to understand it, and the  
defendant acknowledged in writing, at the end  
of the agreement, witnessed by Mr. Denny's,  
the receipt of \$15,000 on account of the \$28,000.  
I find, as a fact, that the defendant under-  
stood the agreement and its contents perfectly  
well when he and Tsoi and Chan signed it. Mr.  
Simon Piry knew of the agreement very soon  
afterwards and, although holding a Power of  
Attorney from his brother, Henry, he says he  
did not like it, yet he made no formal objection  
to it. On May 14, 1902, the defendant signed  
a receipt for \$17,000 more from Tsoi making,  
with the previous \$15,000, altogether \$32,000 re-  
ceived on account of the final \$39,000 from Tsoi.  
The receipt was witnessed by Mr. Denny's and  
a memorandum in his writing was added, and  
signed by Tsoi and the defendant as follows:—"It  
is hereby agreed between the parties hereto  
that the second steamer referred to in the above  
mentioned agreement shall be completed and  
ready for her trial trip within three months from  
this date, and that \$2,000, the balance of the  
above mentioned sum of \$29,000, shall be paid  
by Tsoi to To Shing upon the said second  
steamer satisfactorily completing her trial trip,  
and that all the goods purchased by the said  
To Shing to be used on board the steamer  
already delivered to the said Tsoi under the  
above agreement, and the extra work done  
to the said completed steamer under the said  
agreement have been paid for by the said  
Tsoi prior to this date—May 14, 1902."

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made by selling the vessel at a higher price,  
it was stated by Tai Chip Sun that he got an  
offer on behalf of Tsoi about the end of June  
or early in July, 1902, from a man named Lum,  
a Fokienese, to buy the second ship, when  
completed for \$40,000, if it was finished within  
two months from that time. But in view of the  
later letters requiring the ship to be finished  
ready for delivery within one month from  
January 19th, 1903, and, looking at the whole  
circumstances of the case, I do not feel I ought  
to give damages under this head. The plaintiff  
was entitled to delivery of a ship costing and  
worth at least \$30,000, on payment of \$1,000,  
after satisfactory trial trip. The defendant to  
suit his own purposes and to enforce payment  
of other claims broke his contract and handed  
that ship over to Simon Piry or Edwards,  
whereupon it was promptly taken out of the  
jurisdiction of this Court. The plaintiff also  
lost the \$800 he paid for iron work to be used  
on the ship and which was used for that pur-  
pose. In the result I give judgment for the  
plaintiff for \$23,800 with costs.

The Court then adjourned *sine die*.THE FORTHCOMING RACE  
MEETING.

The third batch of subscription China pony  
griffins arrived from Shanghai, per the *Hang  
Sung*, and the animals were drawn for at  
Kennedy's Causway Reservoir at five o'clock  
yesterday afternoon. There was a large attend-  
ance of local sportsmen, including Sir Paul  
Chater, C.M.G., Messrs. E. W. Rutter, C. T.  
Veitch, Johnson, Hart Buck, J. R. Mich-  
e, Christiani, and Ellis Kadgorie. The result  
of the drawing is as follows:—

No. 40.—G. C. C. Master. The best pony  
in the batch—a fine, strong animal, having the  
reputation of doing the fastest time on trial,  
viz. 4 mile, in 1m. 35 2/5 secs.

No. 41.—Dorabjee. A nice, skewbald, un-

doubtedly taking second place.

No. 42.—Sir Paul Chater.

No. 43.—Gublay. A very small size pony  
for a bulky owner. Nevertheless, a game  
young animal.

No. 44.—Gomnich.

No. 45.—Gresson.

No. 46.—Choi Ian.

No. 47.—Longfong. A finely built pony, re-

ported as having done a fast 4 mile.

No. 48.—Rutter. Of chestnut colour, and  
good mettle.No. 49.—Babington. A chestnut of the same  
family.

No. 50.—C. H. Ross.

No. 51.—W. E. Gray.

No. 52.—Rutter.

No. 53.—Hart Buck.

No. 54.—Christiani.

No. 55.—Capt. Nugent. A nice skewbald, of  
the type of that secured by Mr. Dorabjee  
(No. 41).

After drawing for the first five ponies, which  
completed the list of subscribers, 41 in all, and  
each subscriber having drawn a pony, some  
discussion ensued regarding the drawing for  
the rest of the batch as there were 20 sub-  
scribers who had subscribed for two, three, four  
or five animals. Eventually, on the proposi-  
tion of Mr. Rutter, it was decided that each  
subscriber should have another draw, thus  
enabling members subscribing for two or more  
ponies being placed upon the same footing.

CHRISTMAS AND NEW YEAR'S  
HOLIDAYS.

H. E. THE Officer Administering the Govern-  
ment has directed that the following public  
holidays prescribed by the Public Holidays  
Ordinance, 1895, be observed as holidays in  
the Government Departments, and that in  
addition the 2nd day of January, 1904, be  
similarly observed, viz:—

Christmas Day.

The 26th day of December, 1903.

The 1st day of January, 1904.

The Police Magistrate's Department is ex-  
cluded from the operation of the Ordinance on  
the 26th instant and the 2nd of January next.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*König Albert*) 21st inst.Indian (*Namang*) 22nd inst.German (*Bayern*) 23rd inst.Canadian (*Empress of China*) 23rd inst.American (*Gaill*) 24th inst.Australian (*Taiyuan*) 27th inst.American (*Hongkong Maru*) 31st inst.Canadian (*Athenian*) 5th prox.American (*China*) 10th prox.

The C. C. Co.'s s.s. *Lothian* sailed from Port-  
land on 18th inst., for Moji and Hongkong.

The C. & M. Co.'s s.s. *Rubi* left Manila on  
Saturday, at 10 a.m., and is due here on Mon-  
day, at 3 p.m.

The Imperial German Mail s.s. *König Albert*  
left Shanghai on Saturday, at 11 a.m., and may  
be expected here on Monday, at 5 p.m.

The C. C. Co.'s s.s. *Chingwo* arrived at Man-  
zanillo on 11th inst., and sailed for San Fran-  
cisco on 13th inst., and is due there on 20th inst.

The Imperial German Mail s.s. *Bayern*  
carrying the German Mails, with dates from  
Berlin of the 24th ult., left Singapore on Fri-  
day, at 6 p.m., and may be expected here on  
Wednesday, at 3 p.m.

The O. & O. S. Co.'s s.s. *Gaill* sailed  
on Saturday 7 a.m., from Nagasaki, direct to  
Manila. Due at Manila 3 p.m. on Wednes-  
day, and due at Hongkong sometime on Mon-  
day, probably, depending on promptness  
of unloading at Manila.

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## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## WAR IMPENDING.

## GRAVE DISCUSSION.

## ULTIMATUM SUGGESTED.

(From Our Own Correspondent.)

LONDON, 18th December.

6.55 p.m.

Your London correspondent is informed in Paris, by a very reliable authority, that there may be a delay of several days before Japan's reply to the Russian note is handed over, as a grave discussion is taking place regarding a suggestion to word the reply in the form of an ultimatum.

The outlook is regarded as most ominous.

(Reuter's.)

## The Riots in Korea.

LONDON, 16th December.

America is sending a warship to Korea owing to the uneasiness caused by the recent riots.

## The Volunteer Force.

Several newspapers announce that the Government is preparing a scheme for the enrolment of 26 battalions of Volunteers in Ireland.

## Mr. Chamberlain's Fiscal Policy.

Mr. Chamberlain at Leeds outlined a scheme, prepared by the Tariff Reform League for a non-political Commission of experts comprising representatives of industries in Great Britain, India, and the Crown and Self-Governing Colonies which would examine witnesses from every trade and then frame a model tariff.

17th December.

It is understood in London that the Russian reply, mentioned in Reuter's telegram, dated London 13th instant, affords a basis for an agreement on minor points, but that important questions of principle require further negotiation.

Reuter's Tokyo agency wires that the conference of the elder statesmen lasted three hours, and it is believed that another and, probably, a last attempt will be made to effect a friendly settlement.

## INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

## BALL AT THE CITY HALL.

Thanks to the generous and cordial hospitality of the engineers and shipbuilders of Hongkong, votaries of Terpsichore and her satellites passed a most enjoyable evening at the City Hall yesterday. Members of the profession in which mechanics play the leading role are, like their brethren of the other liberal arts—the artist, musician, the penman and others—of a decidedly democratic temperament, so that at times, of which they are the organisers, one is always assured of finding that pervading spirit of good-fellowship so necessary to the complete success of social gatherings of this kind. The large hall was tastefully decorated, as were also the adjoining salons, supper-room, corridors and bar, and compliments are due to Mr. H. C. Richardson for the able manner in which he supervised this important branch of the preparations. Unstinted praise should be accorded to the courteous and indefatigable hon. secretary, Mr. J. T. Miller, to whom Pressmen, in particular, can accord a hearty vote of thanks for his unfailing attention. The M.C.s, Messrs. J. Murphy, J. Lambert, R.N.R., and the jovial Vice-President, Mr. W. C. Jack, splendidly maintained the proud tradition of the Institution, as appropriately worded in the motto on its device—*Ubique*—for, indeed, they were here, there and everywhere, unflinching, from start to finish in their attention to the numerous guests of the evening. The attendance, as usual, was a crowded one, the space available proving almost too small for the requirements of the crowded gathering. Dancing was kept up till the small hours to the strains of the excellent band of the Sherwood Foresters, present by kind permission of the Colonel and officers of that regiment. The President, Mr. P. McConna, and the members of the Institution of Engineers and Shipbuilders of Hongkong, are to be congratulated on the brilliant success of this enjoyable gathering.

## THE HONGKONG CIVIL SERVICE.

## SIR HENRY BLAKE'S DEFENCE.

Sir Henry Blake contributes the following letter to the *Times*, in reply to an article by Mr. Alleyne Ireland dealing with Hongkong in the series on Studies in Administration in the Tropics—

Sir,—In the *Times* of September 14 appears the third of a series of articles on Studies in Administration in the Tropics, by Mr. Alleyne Ireland, who was commissioned by the University of Chicago to visit all the Eastern Colonies and report upon the systems of administration under which the various Indo-Malayan people live—a work of very great importance and utility if carried out with unbiased intelligence.

The article in question is a report upon the administration of Hongkong, in which Colony he arrived supported by such recommendations as secured his accommodation in a room in the

already much congested. Colon. I offices and his access to official sources of information. He remained in the Colony for four months and the result is a paper so inaccurate, and so distorted a picture of the Civil Service of the Colony, that I must ask permission to correct some of his misapprehensions.

Having in the second paragraph acknowledged that the officials are not corrupt, that justice is honestly administered, and that life and property are as secure as they are in London, Mr. Ireland adds that:—A number of men possessed of high qualifications fail to be useful servants only because in Hongkong, as in some other places in the British Empire, it is considered the worst of bad form to be interested in one's work.

As one who has a ministered the Governments of various Colonies for 19 years I may claim to speak with some authority on this subject. A more groundless statement has never been made by one assumed to write with a sense of responsibility. In my experience at home and abroad I have never known a body of men on the whole more faithfully devoted to their duties than are the European public officers engaged in the administrative work of the Colony. I was in England at the time of Mr. Ireland's visit, but I learned on my return that, unfortunately between Mr. Ireland and some of the public officers with whom he came in contact there was a mutual lack of appreciation which may account for his conclusions.

But after all this is but a matter of opinion. Now for Mr. Ireland's facts, arrived at after four months' investigation. He cites two instances in which the interests of the Colony have been sacrificed to official dilatoriness:—

"In 1894 a serious outbreak of bubonic plague occurred in Hongkong, and from that time onward the Colony has scarcely been free from it. Notwithstanding the serious nature of such a visitation, it was not until 1901 that the Government took the matter thoroughly in hand by calling for a report on the subject from Professor W. J. Simpson, and a Public Health and Buildings Ordinance was drafted as the outcome of Professor Simpson's report and of the advice of Mr. Osbert Chadwick, C.M.G., and of Dr. Francis Clark, medical officer of health, some eight years after the first outbreak of plague."

Immediately after the cessation of the outbreak in 1894 the Government resumed 64 acres of insanitary private property at a cost of \$818,000, removing the houses and laying out the area at a further expenditure of \$108,000. In that year an ordinance was passed dealing with insanitary dwellings, and in 1899 a further ordinance, the Insanitary Properties Ordinance, was passed. The Public Health and Buildings Ordinance alluded to by Mr. Ireland was in the main a consolidating ordinance. Apart from the sums mentioned above, \$1,349,000 were spent in sanitation between the advent of the epidemic in 1894 and 1902, the year in which Professor Simpson visited the Colony at my request, the large expenditure and the exertions of an ever-increasing sanitary staff being ineffectual to stop the annually recurring ravages of the epidemic. A further sum of \$712,000 has been expended since 1901, and the expenditure of the Sanitary Department, which in 1893 stood at \$50,000, stands in this year's estimates at \$380,000.

Again—

"The other instance to which I refer is the water supply of the Colony. About 20 years ago Mr. Osbert Chadwick was called upon to make a report upon the water supply of Hongkong. He supplied the Government with a number of suggestions which were only carried out in part. After an interval of 20 years Mr. Chadwick had to be again called in to report once more upon the water supply of the Colony."

In 1882 Mr. Chadwick reported. In 1883 the great reservoir at Tiatan was begun and completed in 1899 at a cost of \$1,257,000. Another reservoir at Wongneichong was also added, and a general distribution carried out not only on the lower levels but throughout the Peak district to an elevation of 1,800 ft., while in Kowloon waterworks were also established. Between 1883 and 1900 the sum of \$4,131,000 was expended in waterworks alone, and in 1901 a scheme was entered upon for increasing the water supply of Kowloon estimated to cost \$835,000, of which \$200,000 has already been expended. I have Mr. Chadwick's report of April 10, 1901, before me. He recapitulates his recommendations made in 1882, which were adopted by Mr. Cooper, the then Director of Public Works, and in paragraph 55 he writes with reference to these recommendations:—

"The conclusions which I have arrived at may be summarised as follows:—(1) The works recommended by Mr. Cooper as urgently required have been carried out with good results. In pursuance of further recommendations made by Mr. Chadwick in his report of 1902 the construction of a very large additional reservoir has been determined upon and preliminary work has been begun. This large work will take some years to complete, during which period I fear that the population will continue to suffer great inconvenience in dry summers."

Mr. Ireland speaks of the inadequate size of the Government offices. The Colonial offices were built and the Supreme Court building was acquired in 1848, when the population was 21,000. The Post Office was built in 1865, when the population was 125,000. The population is now 411,000. New Law Courts and Post Office are being erected at an ultimate cost of over \$1,300,000.

The publication of Mr. Ireland's most misleading statements in the *Times* means the publication in every Colony in the Empire, in some of which the future lot may be cast of public officers with whose work he has failed to make himself acquainted. It is in justice to them that I write. In such an investigation as Mr. Ireland has undertaken literary capacity without accuracy is an *ignis fatuus*. If the report to be submitted to the University of Chicago be no more accurate as regards other Colonies of the British Empire than that with which he has favoured you on Hongkong, it

will be but a sorry *vox clamantis in deserto* for the study of British Colonial administration.

I am, Sir, your obedient servant,  
HENRY A. BLAKE.  
Government House, Hongkong, October 18.

## THE CHINA DINNER.

The annual China dinner has once more justified its recurrence by the assemblage that met on 17th ult. It is really the big China Club in London for the evening and whilst politics, commerce, shipping or railways may, each and all, be the theme of the speakers, it is quite evident, from year to year, that we must not overlook its social side.

In giving the toast of "Our Guests," Sir Thos. Suthe land voiced the opinion of the majority present by his remark that the "annual dinner of the China Association was a function not altogether unworthy of the regard of those who were entertained, in spite of that modesty which is characteristic of every man who has lived for some years in China," a remark that naturally caused some laughter. We may be considered, he went on to remark, as no unworthy representatives of the men who had carried the commerce of Great Britain into the most distant parts of the world, and carried it, he was glad to say, upon the whole with merited success. A very few years ago the China Association concerned itself with nothing whatever except the idea of the commercial progress in which they were all individually and collectively interested, but to-day the Chinese question has taken a larger and wider sweep, and it could not be otherwise than discussed more or less in meetings of this kind. Still, commerce and politics apart, the meeting of men who have worked, perhaps as competitors, but always as friendly rivals, in the Far East naturally produces a community of ideas and interests that constitute a formidable bond of friendship. Some who are still in harness meet in their daily pursuits, but the more fortunate whom pensions or retiring allowances, or that competence which commerce has yielded and permits of more ease, find in the annual dinner of the China Association that means of reunion that they would find come round more than once a year. In the formation of the Association which permits of this no one had a greater share than the President for the current year, Mr. Gundry, in proposing the health of the Chairman, fittingly dwelt on the part that Sir Alfred Dent had taken in the formation of the Association since the days when the idea of a China dinner first concreted in the gathering at the Thatched House Club on a day in the autumn of 1888. Unfortunately several present on that occasion have joined the majority, and amongst them T. L. Mulline, who took so active a part in organising the first of the annual series of dinners. The President for this year has since the inception of the Association always held office, and has rendered yeoman service during the 15 years' life of the Association. From this position of vantage he was able to survey the changes that have been effected in the Far East during this period—one that has been most momentous in the history of China, and in the course of which there has been a considerable shuffling of the cards for all who have had a hand in the game. Sir Alfred tabulated a formidable list of the things we hope to see accomplished ere long in China, a nation of whom it is said, that it forgets nothing that is old, and learns nothing that is new. All well-wishers of British trade and of the integrity of China will admit that in the matter of territorial acquisition we have not added much to our visible prestige in the Far East, but any loss of influence that we have incurred on that account Sir Alfred trusted to find more imaginary than real. He hoped also to find, as time goes on, that British commercial interests at least have been safeguarded, and that if we have retired from the competition for spheres of influence, we shall at all events find that the "open door" and "equal opportunity" have been secured for the trade of the British Empire and for the world at large.

A perusal of the speeches occasioned by the various toasts shows the variety of topics treated, as will be gathered from the full report in this impression. Into all the topics we cannot enter. Each one on its turn, and in a variety of ways, has been the subject of either news or views in these columns. We may, however, commend the frank statement of Sir Edward Seymour—one that is characteristic of the sailor and man of action. His straight talk was not a discussion of the topics he mentioned, but a series of definite statements, without qualification, on the points. We could have wished that Earl Percy, the new Under Secretary of State for Foreign Affairs, had been as definite on behalf of the interests represented by the Association. This was the first time that he had made a statement respecting the position in the Far East, from the standpoint of his new and responsible position. From the reception of his remarks it would not appear that he had made a very favourable impression on the majority of those whom he addressed. We may possibly admire, even if events are too strong to permit us to share in his optimism on the chances of Russian evacuation of Manchuria. We should all of course like to know what are the precise circumstances which, presumably, made it impossible for the Russian Government to carry out, at the exact dates specified in their convention with China, the explicit assurances they have so frequently and repeatedly given to ourselves. We have little hope, however, that the information will be vouchsafed to us. The Under Secretary spoke at large, but without evolving sympathy for his utterances, and it was probably only politeness to a guest that prevented dissent being taken to some of his sentences. We may trust that a longer occupancy of the important post he holds by a perusal of documents which the archives of the Foreign Office doubtless abundantly contain, and by possibly the further material which it is in the power of the committee of the China Association to provide, that should Earl Percy attend the annual banquet next year, he may be able to address the members in a strain that is more in consonance with their views and interests.—*L. G. C. Express.*

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts write in their report of the 18th inst.:—Although in several instances an appreciable advance has taken place, the general position is unchanged and business during the past week has been very restricted. Shanghai advises a substantial rise in Langkats, Farnhams, and Hongkew Wharfs, which may be taken to indicate a better condition of affairs in the North.

The Hongkong High-Level Tramways Company, Limited, has advertised its nineteenth ordinary general meeting for the 23rd December. The transfer books will be closed from the 19th to 23rd instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have ruled firm throughout the week and business at 507½ has been transacted, but at time of writing, the market is slightly easier and shares may probably be obtained at 507½. The London quotation has receded to 564. Nationals are without change.

Marine Insurances.—Unions are offering at \$490. China Traders have been sold and can still be had at \$57. Sales of Cantons at \$175 have been effected. A small parcel of North Chinas has been disposed of at Tls. 219.

Fire Insurances.—Hongkong Fires are steady at \$310. China Fires have been sold at \$88 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamboats have been the medium of further business at \$32½ and now close at \$32½. Indochina has improved to \$76. There is nothing doing in China and Manila, the quotation remaining unaltered at \$18. Douglas Steamships have been fixed at \$30. Star Ferries (old) have found buyers at \$30; the new shares can be placed at \$19. Shell Transports have been booked, and there are further sellers at £1. Shanghai Tugs are obtainable at Tls. 50 for the ordinary, and at Tls. 47½ for the preference shares.

Refineries.—China Sugars are firmer with buyers at \$105.

Mining.—Punjoms are out of favour at \$1½. Rauba keep offering at \$8. We are advised that the result of the crushing for four weeks is 700 ounces smelted gold from 2,800 tons of stone. Chinese Engineerings have improved, and are in request at Tls. 6.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are weaker at \$204. Farnhams have considerably strengthened since our last report, and are in demand at Tls. 128. An interim dividend of Tls. 5 has been declared, payable in Shanghai on the 22nd inst. Kowloon Wharfs are up to \$96 at which price shares are inquired for. Hongkew Wharfs have been placed at the advanced rate of Tls. 220.

Lands, Hotels and Buildings.—Hongkong Lands have experienced a smart rise, and after sales at various rates, are wanted at \$157½. Shanghai Lands have been disposed of at Tls. 103½. Kowloon Lands can be placed at \$35. Hongkong Hotels have been negotiated at \$148. Humphreys are firm at \$11, and China Providents at \$9½.

Cotton Mills.—Ewos are in the market at Tls. 37. Internationals can be placed at Tls. 25. Lau-Kung-Mows are reported sold in the North at Tls. 40, and Soychees have inquiries at Tls. 170. Hongkong Cottons continue in request at \$15½.

Cigar Companies.—Sumatras are wanted at Tls. 51.

Miscellaneous.—Green Island Cements have further advanced to \$25, and China Borneos are in demand at \$3. A. S. Watsons have again found buyers and are still asked for at \$14½. Watkins have been dealt in at \$7½. Electric (old) are in request at \$12½; the new shares are quoted at \$7. Geo. Fenwicks have hardened, and there are buyers at \$48. Ropes are wanted at \$145. Tramways are steady at \$320. The Directors propose to pay a dividend of \$30 per share. Langkats are inquired for at Tls. 312½ ex the interim dividend of Tls. 7½ paid in Shanghai on the 15th instant, being a rise of Tls. 20 on the previous week's quotations.

## FORTNIGHTLY MARKET REPORT.

Cotton.—Market ruled very active and prices have advanced from \$1 at \$1 per picul. Sales are reported of about 900 packages at \$30 to \$34 per picul. The unsold stock is estimated at about 450 bales. Sales of about 35 packages of best Ningbo are reported at \$35 per picul. Stock Nil.

Yarn.—Advices of a stronger tone at Bombay, coupled with a fall in the rate of Exchange here, made importers firm, hence prices advanced from two to five dollars per bale on last Mail's quotations. Sales are reported of about 2,000 bales. The unsold stock is estimated at about 350 bales. No sales are reported in local as well as Japanese Yarn.

Malwa Opium.—A good business transpired. Sales: 13 chests at \$90, 31 chests at \$150, 15 chests at \$90, 18 chests at \$90, 62 chests at \$90, 9 chests at \$100, 35 chests at \$100, 34 chests at \$100, 10 chests at \$105, and 20 chests at \$100, in all about 247 chests. The unsold stock is estimated at about 1,200 chests.

Bengal Opium.—A good business is reported. Sales: 470 chests at \$1,065 to \$1,085 of Patna, and 213 chests at \$1,065 to \$1,085 of Benares are reported. The unsold stock is about 1,225 chests.

Persian Opium.—Ruled steady and about 160 chests changed hands at \$80 to \$830 per picul. The unsold stock is about 2,000 chests.

Miscellaneous quotations:—Sulphur, \$10 to 11. Borax, 17 to 19. Soda, 5 to 7. Oilbarnum, 7 to 25. Cloves, 15 to 35. Beans, 3 to 4. Vermilion, 8 to 10.

## YARN MARKET REPORT.

In their report dated the 18th inst., Messrs. Cawesee, Pallenjee & Co. write:—Since the issue of our last circular dated the 4th inst. our yarn market has remained firm in best and suitable threads owing to the continuance of the telegraphic advices of a stronger tone in Bombay, coupled with a fall in the rate of

exchange here. The importers asked for advances in rates on last mail's prices, and the Chinese at first showed less inclination to operate, hence the first week passed off quite blank; latterly, foreign firms came forward in the market and began to repurchase freely, and the Chinese speculators took advantage of this opportunity and quitted a good lot of their former cheap holdings at best advantage. The prices have advanced from two to five dollars per bale in almost all counts and descriptions, still the prices here compared with those ruling at Bombay are not at all satisfactory, and are not covering cost. A moderate business is reported in No. 205 in a few of the best and selected threads, others are not inquired for, the dearth of this count has greatly retarded business—Only one thread of No. 165 changed hands at an advance of \$2—A moderate business is reported in No. 125 in selected threads only.—The continued demand for No. 105 have made holders firmer who have succeeded in establishing a substantial advance in prices on last mail's quotations, and this count closes firm with further buyers. Nos 85 and 65 are not in much request. The market closes firm. Sales during the past fortnight comprise about 1,400 bales of No. 105—250 bales of No. 125—25 bales of No. 165—and 225 bales of No. 205—in all about 2,000 bales. Arrivals per steamers *Simla, Capri, Kamsang, Tientsin, Catherine Apcar, and Vindobona* of about 17,000 bales. Shipments to Shanghai and Coast ports about 9,500 bales. The unsold stock is estimated at about 39,000 bales.

No business is reported in Local as well as Japanese Yarns.

Exchange.—We quote to-day on Indian at Rs. 127½. London at Sh. 1/8½d.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1,877/16
Bank Bills, on demand	1/8½
Credits, 4 months' sight	1/8½
Diments 4 months' sight	1/9
ON BERLIN, (demand)	M. 1/74
ON PARIS, Bank Bills, on demand	2/14
Credits, 4 months' sight	2/18
ON NEW YORK, Bank Bills, on demand	41½
Credits, 30 days' sight	42
ON BOMBAY, Telegraphic Transfer	120½
On demand	127
ON SHANGHAI, Telegraphic Transfer	71½
Private 30 days' sight	80m.
ON YOKOHAMA, T.T.	83½
Sovereigns, Bank's Buying Rate	\$117.0
Gold Leaf 100 touch, per tael	60.65
Bar Silver	800/850

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Par chest
MALWA NEW	920/950
"LAST YEAR	970/1,020
"OLDEST	1,040/1,100
PATNA NEW	1,187½
BENARES NEW	1,185
PRRIAN (PAPER)	800/850

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Naval Authorities that the RUNNING OF TORPEDOES at the TORPEDO SUB-DEPOT at KOWLOON will commence on TUESDAY, the 23rd December, from 7.30 A.M. to NOON, and will be continued Daily from 1.30 P.M. to 4.30 P.M. until further Notice.

By Command,  
A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th December, 1903. [155c]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER HAMBURG-AMERIKA  
LYOED.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"  
of the NORDDEUTSCHER LLOYD,  
Captain H. Förmes, due here with the outward  
German Mail about WEDNESDAY P.M., will  
leave for the above places about 12/24 hours  
after arrival.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 19th December, 1903. [56c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOV.  
THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the  
above Ports, on TUESDAY, the 22nd instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS, LAFAIK & Co.,  
General Managers.

Hongkong, 19th December, 1903. [172c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"COROMANDEL,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Himalaya*.  
From Australia, &c., ex S.S. *Arcturion*.  
From Persian Gulf, &c., ex D. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY.

No Goods cleared by the 25th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.

All Claims must be presented within seven  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godown.

E. A. HEWITT,  
Superintendent.  
Hongkong, 19th December, 1903. [17c]

## Co-op's Advertisements.

## THEATRE ROYAL.

Commencing

WEDNESDAY NIGHT, DECEMBER

## HILL'S WORLD'S ENTERTAINMENT.

Will play a short season, presenting for  
first time in Hongkong a thoroughly  
class performance, introducing Star  
from the principal cities in the world.

THE BEST COMPANY AND THE STRONG  
COMBINATION OF TALENT EVER  
IN THE EAST is the unanimous op  
of the Press. The following are the  
members of the company:

HILL AND SYLVIAN,  
IN POSITIVELY THE GREATEST CYCLE  
UNICYCLE ACT IN THE WORLD.

A Continental Star Performance from  
EMPIRE, LONDON, the FOLIES BERG  
PARIS, WINTERGARTEN, BERLIN,  
KEITH'S and ORPHEUM CIRC  
AMERICA.

KELLY and AGNAS,  
Comedy Sketch Artists, introducing Ecce  
Dances, Acrobatic Comicalities and M  
provoking Finles.

MISS LESLIE NORMAN,  
New Zealand's Greatest Operatic M  
Soprano.

LAZERN THE MYSTIC,  
From the Crystal Palace, London, present  
novel and up-to-date exhibition of le  
demon.

LEONARD NELSON,  
Just a Plain Comedian.

FUN IN SHADOWLAND,  
A New and Novel Act by the Entire Stre  
of the Company.

SPECIAL HOLIDAY MATINEE,  
SATURDAY, 26th DECEMBER:  
FREQUENT CHANGES OF ALL AC

Plan of reserved seats now open at Robins  
Prices—\$3, \$2 and \$1  
Hongkong, 19th December, 1903. [17c]

## PUBLIC AUCTION.

THE Undersigned have received instruct  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
on

TUESDAY, the 22nd December, 1903,  
at Noon,  
opposite Ah King's Slipway, Wanchai,  
The Steam Launch  
"HINDA."

Build of Teakwood.  
Length 29 feet.  
Breadth 6 feet.  
Engines 3½ inches by 7 inches.  
Boiler 3 feet by 3 feet 3 inches.  
With a 6 foot Cabin and Keel Condens

Also  
One 4-OARED BOAT.  
TERMS:—As usual.

HUGHES & HUGHES  
Auctioneers.  
Hongkong, 19th December, 1903. [17c]

## THE CATHOLIC UNION.

5TH YEAR OF OUR  
XMAS TREE ENTERTAINMENT  
TO THE POOR.

Will you help to make 600 Poor Children and  
200 Old People happy on  
CHRISTMAS DAY?



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.  
JOINT SERVICES.KING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUR
ASGOW AND LIVERPOOL	"TYDEUS"	On 29th December.
ASGOW AND LIVERPOOL	"NESTOR"	On 1st January.
ASGOW AND LIVERPOOL	"KEEMUN"	On 8th January.
ASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
ASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
ASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.
ASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
ARSEILLES, L'DON & A'WERP	"ARDANUS"	On 5th January.
ARSEILLES, L'DON & A'WERP	"VANGTSEY"	On 19th January.
IVERPOOL	"DIOMED"	On 22nd January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
CTORIA, SEATTLE, TACOMA, and	"TYDEUS"	On 1st January.
PACIFIC COAST PORTS, via	"PINGSUEY"	On 24th January.
NAGASAKI, KOBE and YOKOHAMA.		

S.S. "CALCHAS" from Tacoma is expected to leave Moji on 22nd inst. for Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th December, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
HANGHAI	"KASHING"	19th December.
HANGHAI	"IOHANG"	21st "
EBU and ILOILO	"KWEIYANG"	22nd "
INGPO and SHANGHAI	"TIENTSIN"	23rd "
ANILA	"SUNGKIANG"	23rd "
ORT DARWIN, THURSDAY ISLAND,	"CHINGTU"	30th "
COOKTOWN, CAIRNS, TOWNS,		
VILLE, BRISBANE, SYDNEY and		
MELBOURNE	"TAIYUAN"	1st January.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
ports.N.B.—RED O'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 18th December, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
UBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 26th Dec, at 10 A.M.
FIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd Jan, at 10 A.M.
ERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 19th December, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 24, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States' Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

YOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Dates.
PHILLA-MARU	Ernest Bent	3,869	TUESDAY, 22nd December, at 11 A.M.
OSSETTA-MARU	H. S. Smith	3,876	SATURDAY, 26th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
street.

Hongkong, 16th December, 1903.

K. NAKASHIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
valued Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE (Week Days) 1st Class (including  
cabin and servant), \$3; Return Ticket, \$5;  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 7th September, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

## "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommodation  
for First Class Passengers. Ship lighted  
throughout by Electricity.Passage Fare, \$4 Single Journey,  
Meals \$1 each.  
The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903.FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

## "CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the  
above Ports, on TUESDAY, the 22nd instant,  
at 1 P.M.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 15th December, 1903.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"LOWTHER CASTLE"	22nd Dec.
"SIKH"	31st Dec.
"SACAMI"	9th Jan.
"AFRIDI"	22nd Jan.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 15th December, 1903.

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

## 司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, SALINA  
CRUZ-MEXICO & SAN FRANCISCO.

THE Steamship

## "CLAVERING,"

Captain Barton, will be despatched for the above  
Ports, on THURSDAY, the 24th instant,  
at Noon.For Freight, apply at the Company's Offices,  
No. 20, Des Voeux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 12th December, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

## "HIMERA,"

Captain Lockhart, will be despatched as above  
on or about MONDAY, the 28th instant.For Freight, etc., apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 19th December, 1903.

"SHIRE" LINE STEAMSHIP  
COMPANY.

FOR LONDON AND HAMBURG.

THE Company's Steamship

## "FLINTSHIRE,"

Captain J. M. Haffner, will be despatched for  
the above Ports, on or about MONDAY,  
the 28th instant.This Steamer has Superior Accommodation  
for Passengers.For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 14th December, 1903.

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

## "GLENFARG,"

Captain Holman, will be despatched as above  
on SATURDAY, the 9th January, 1904.For Freight or Passage, apply to  
MCGREGOR, BROS. & CO.,  
Agents.

Hongkong, 17th December, 1903.

## Shipping—Steamer.

CHRISTMAS HOLIDAY EXCURSIONS  
TO MACAO.

## THE Favourite Passenger Steamer

## "WING CHAI"

will run SPECIAL TRIPS to MACAO on  
the 26th, 27th and 28th December, leaving her  
Wharf in Hongkong at 9.30 A.M. Each Day  
and Macao at 7.30 P.M., arriving Hongkong  
about 1 P.M.FARE.—Return Ticket available for Three  
Days \$3.  
The Steamer will also run on CHRISTMAS  
DAY leaving Hongkong at 8.30 A.M. and  
Macao at 2 P.M.MING ON & CO.  
Hongkong, 16th December, 1903.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
acting Director of the Hongkong Obser-  
vatory:—On the 19th at 11.30 a.m. The barometer has  
risen generally, particularly over China.The anti-cyclone remains central over China,  
and pressure continues low over N.E. Japan.  
Gradients moderate, with strong monsoon  
over the China coast, steep with heavy monsoon  
over the China Sea.

Forecast:—fresh N. winds; fair.

	Dec. 18 at 10 a.m.	Dec. 18 at 4 p.m.
Barometer	30.25	30.12
Temperature	63	65
Humidity	69	70
Rainfall	—	—

## CHINA COAST METEOROLOGICAL REGISTER.

December 19th, 1903, a.m.

Bar. Th. Hu. Wind Wr.

	7 a.m.	10 a.m.	1 p.m.	4 p.m.	7 p.m.
Vladivostok	29.93	30.1	30.1	30.1	30.1
Nemuro	29.49	29.5	29.5	29.5	29.5
Hakodate	29.85	29.8	29.8	29.8	29.8
Tokio	29.85	29.8	29.8	29.8	29.8
Kochi	30.15	30.1	30.1	30.1	30.1
Nagasaki	30.31	30.3	30.3	30.3	30.3
Kagoshima	30.31	30.3	30.3	30.3	30.3
Oshima	30.32	30.3	30.3	30.3	30.3
Naha	30.32	30.3	30.3	30.3	30.3
Ishigakijima	30.29	30.2	30.2	30.2	30.2
Taihouku	30.29	30.2	30.2	30.2	30.2
Taihu	30.17	30.1	30.1	30.1	30.1
Tainan	30.14	30.1	30.1	30.1	30.1
Koshun	30.21	30.2	30.2	30.2	30.2
Pescadore	30.45	30.4	30.4	30.4	30.4
Wattai	30.45	30.4	30.4	30.4	30.4
Sharp Peak	30.45	30.4	30.4	30.4	30.4
Anoy	30.45	30.4	30.4	30.4	30.4
Swatow	30.45	30.4	30.4	30.4	30.4
Canton	30.45	30.4	30.4	30.4	30.4
Longkou	30.32	30.3	30.3	30.3	30.3
Victoria Peak	30.31	30.3	30.3	30.3	30.3
Gap Rock	30.30	30.3	30.3	30.3	30.3
Macao	30.31	30.3	30.3	30.3	30.3
Haiphong	29.92	29.9	29.9	29.9	29.9
Hololod	29.84	29.8	29.8	29.8	29.8
Hololod	29.84	29.8	29.8	29.8	29.8
Cebu	29.80	29.8	29.8	29.8	29.8
C. St. James	29.80	29.8	29.8	29.8	29.8

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 9th December, 100 cts. per 5 Mex.

## BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
Corned—Ham Ngau Yuk	17
Roast—Shiu	17
Breast—Ngau Lam	14
Soup, Tong Yuk	13
Steak—Ngau Yuk Pa	17
Serjion—Ngau Lau	26
Sausages—Ngau Yuk	16
Bullock's Brains—Kow	45
Tongue fresh—Ngau Li	45
Corned—Ham Ngau Li	50
Head—Ngau Tau	13
Heart—Ngau Sum	13
Hump, Salt—Ngau Kin	13
Feet—Ngau Kerk	13
Kidneys—Ngau Yiu	16
Tail—Ngau Mei	16
Liver—Ngau Con	9
Tripe (undressed)—Ngau To	5
Calver's Head and Feet—Ngau-chai	75
Mutton Chop—Yeung Pui Kw	24
Leg—Yeung Pui Kw	24
Shoulder—Yeung Shau	22
Pigs' Chilling—Chi chong	2
Brains—Chi chong	2
Feet—Chi Kerk	13
Fry—Chi Chak	12
Head—Chi Tau	13
Heart—Chi Sum	9
Kidneys—Chi Yiu	6
Liver—Chi Con	24
Pork Chop—Chi Pui Kwat	18
Corned—Ham Chu Yuk	18
Leg—Chu Pui	22
Fat or Lard—Chu Yau	22
Sheep's Head and Feet—Yeung Tau	45
Keok	24
Heart—Yeung Sum	10
Kidneys—Yeung Yiu	10
Liver—Yeung Con	10
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
Sausages—Ngau Chai Yuk Tong	15

## POULTRY.

Chicken—Kai Chai	22
Capons, Large, Small—Sin Kai	24
Ducks—Hing Lo Pak Tai	22
Doves—Pan Kau	10
Eggs, Hen—Kai Tan	21
Fowls, Canton—Kai	30
Hainan—Hoi Nam Kai	24
Geese—Ngai	20
Geese, Wild Shanghai—Sheung Hoi Ye	1.40
Ngo	3.00
Musk Deer—Wong Keng	60
Hare—Tu Chai	60
Partridge—Che Khoo	1.40
Pheasant—Shan Kai	28
Pigeons, Canton—Pak Kup	24
Quail—Ung Chai	17
Rice Birds—Wo Pa Cheuk	28
Snipe—Sa Chul	65
Turkeys, Cock—Fo Kai Kung	50
Hen—Na	80
Wild Ducks, Shanghai, Sulap	80
Teal, Shanghai, Sulap	80
Wild Ducks Canton—Sang Shing Sui	90
Apea	13
Barbel—Ka Yu	13
Brass—Bin Yu	13
Canton Fresh Water Fish—Hoi Bin Yu	13

## WEATHER-FORECASTS AND

## STORM-WARNINGS ISSUED

## FROM THE HONGKONG

## OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the  
mast beside the Time-ball at Kowloon Point  
for the information of masters of vessels leaving  
the port. They do not imply that bad weather  
is expected here:—A DRUM indicates a typhoon to the East-  
ward of the Colony, (i.e., in the East  
quadrant, N.E. to S.E.)A BALL indicates a typhoon to the West-  
ward of the Colony, (i.e., in the West  
quadrant, S.W. to N.W.)A CONE Point Upwards indicates a typhoon  
to the Northward of the Colony, (i.e., in  
the North quadrant, N.W. to N.E.)A CONE Point Downwards indicates a ty-  
phoon to the Southward of the Colony,  
(i.e., in the South quadrant, S.E. to S.W.)Red Signals indicate that the centre is believ-  
ed to be more than 300 miles away from  
the Colony.Black Signals indicate that the centre is be-  
lieved to be less than 300 miles away  
from the Colony.



## Shipping.

## Arrivals.

Coromandel, Br. s.s., 2,783, Montford, R.N.R., 18th Dec., Bombay and Gen., and Singapore 13th, Mails and Gen.—P. & O. S. N. Co.  
 Rohilla Maru, Jap. s.s., 2,399, Bent, 18th Dec., Manila 16th Dec., Gen.—T. K. K.  
 Kashing, Br. s.s., 1,143, Brown, 18th Dec., Canton 18th Dec., Gen.—B. & S.  
 Glenroy, Br. s.s., 1,241, McGillivray, 18th Dec., Amoy 17th Dec., Gen.—McG. Bros. & Co.  
 Lyeemoon, Ger. s.s., 1,238, Lehmann, 19th Dec., Canton 18th Dec., Gen.—S. & Co.  
 Sungkiang, Br. s.s., 1,021, Outerbridge, 19th Dec., Manila 16th Dec., Hemp.—B. & S.  
 Guthrie, Br. s.s., 1,134, Dabell, 19th Dec., Melbourne 7th Nov, Sydney 18th, Newcastle 21st, Brisbane 23rd, Cairns 26th, Pidgeon Island 28th, Thursday Island 29th, and Manila 13th Dec., Ballast.—G. L. & Co.  
 Tingsang, Br. s.s., 1,041, King, 19th Dec., Chinkiang 15th Dec., Gen.—J. M. & Co.  
 Kansu, Br. s.s., 1,246, Baddeley, 19th Dec., Tongku 12th Dec., Ground-nuts.—B. & S.  
 Ichang, Br. s.s., 1,227, Jones, 19th Dec., Chetoo 11th Dec., and Swatow 18th Dec., Gen.—B. & S.  
 Loden, Norw. s.s., 757, Meyer, 19th Dec., Chetoo 13th Dec., Gen.—E. A. T. Co.  
 Simongay, Dut. s.s., 1,200, Tol, 19th Dec., Samarang 8th Dec., Sugar.—Yuen Fat Hong.

## Dec. 19.

Ballaarat, for Europe  
 Coromandel, for Shanghai  
 Zuffo, for Manila  
 Tachio, for Swatow  
 Johanne, for Pakhoi  
 Wakamitsu Maru, for Meiji  
 Laerte, for Saigon  
 Chawfu, for Bangkok  
 Tremont, for Tacoma  
 Taiping, for Canton  
 Chiyen, for Canton  
 Sikan, for Swatow  
 Carl Diederichsen, for Haiphong  
 Haidong, for Swatow  
 Saitang, for Calcutta  
 Kashing, for Shanghai  
 Vindobona, for Japan  
 Taitan, for Swatow  
 Tyr, for Hongay  
 Tingsang, for Canton  
 Loden, for Canton  
 Kansu, for Canton  
 Yochow, for Canton.

## Passengers arrived.

Per Rohilla Maru, from Manila—Mrs. Livingstone, Mrs. Dickinson, Messrs. D. G. Hoberly, M. K. Vance, C. D. Ayton, R. Weber, W. O. Bingham, 82 Chinese and 14 Japanese.  
 Per Coromandel for Hongkong from London—Mr. and Mrs. Meador, child and infant, Mr. and Mrs. Garrod, Lance-Sergeant, and Mrs. Kent, Sergt. and Mrs. McHardy, Mrs. G. Scoggins, Mrs. Penfold and infant, Messrs. Holborow, Stevenson, and G. F. Langford, Sergts. Terrell and Fenton, from Marseilles, Messrs. J. Fisher and Hugo Russ, Lieut. R. M. Burneister, from Bombay—Mr. H. C. Cawaji, from Colombo—Mrs. Trukewen, from Singapore—Dr. T. M. Lander, Messrs. Jas. Walker, L. S. Lewis, P. Boy and T. M. Perpetuo, for Shanghai from London—Mr. and Mrs. G. Crane, Mr. and Mrs. Stuart, Mr. and Mrs. Blennerhassett and four children, Mrs. Wheeler and infant, Misses Craig and D. Craig, Messrs. G. A. Clatworthy, and A. Penfold, Staff-Sergts. Menwell and Clarke, Sergt. C. Norwood, and Corp. E. Weekes, from Marseilles—Mr. and Mrs. Wise, Miss Cotton, and Mr. Sai Vita, for Yokohama from London—Messrs. D. White and G. B. Lansom, from Marseilles—Mr. G. H. Chippis.  
 Per Guthrie, from Australian Ports—Dr. and Mrs. Robinson, and 6 Chinese.  
 Per Sungkiang, from Manila—Messrs. Julio de José Sausa, Saavedra, Estrada, F. dos Santos, A. Lora, Nuloh, Blackledge, Slater, Westwell, Leighton, O'Brien, Reilly, Laurence, Gaster, Huang, Hawkins, Bernes, Kidwell, McAllester, Mrs. F. Taylor, Miss D. E. Westdom, Messrs. Bartram, Fillnow, Monaghan.

## Passengers departed.

Per America Maru, for Shanghai—Mrs. Gonzales, infant and 2 native servants, 2 Masters Gonzales, Messrs. Kao Tuck, F. W. Shirriff, Robt. V. Dell, M. Collins, Mrs. Somer, Mrs. Byones, and Mr. R. Howes, for Nagasaki—Mr. I. Shegetomi, for Yokohama—Messrs. Messrs. J. T. Beglior, K. Nakashima, Miss Koma Fujita, and Mr. and Mrs. W. Horri, for Honolulu—Messrs. Luen Foo Chin, Luen Kim Wai, Miss Lan Chee, Mr. Chang Chee, and Mrs. and Miss C. M. Cooke, for San Francisco, &c.—Miss Cora W. Bailey and native servant, Mrs. and Miss Davenport, Miss M. Goodfellow, Miss M. Zimora, Mr. A. Exudilla, Rev. W. Hornsby, Messrs. A. Hord Winn, C. M. Cooke, Cheong Wing Cheung, Theo. Bauman, Wan Ah Lim, Mrs. Chang Ho, and M. C. Pustick.  
 Per Ballarat, from Hongkong for Singapore—Messrs. Goodbody, H. D. Darbishire, C. G. King, and Lieut. E. R. Jones, for Penang—Mr. W. Meakin, for Port Said—Dr. and Mrs. F. Goulden and Gabriel Vidal Ros, for Brindisi—Mrs. Debiangy, and Mrs. Frank Vanderpool, Mr. and Mrs. J. E. Wilson, Mr. and Mrs. L. H. Gray and child, Mr. and Mrs. H. W. Storey, Misses Lewis, A. Burns, Dupuy, and Young, Dr. Heberle, Messrs. I. C. Thomson, David Evans, C. W. Bailey, E. I. Stone, J. B. Fishburn, J. O. Hutchinson, J. Burns, Minisni and D. Wilson, for Marseilles—Mrs. W. S. Crawford, Miss M. Crawford, and Miss K. A. Sanborn, for London.

Mr. and Mrs. T. Andrews, child and infant, Mrs. J. R. Stuart, Sub-Lieut. Chas. W. Craven, R. B. Ramsay, G. H. Dennistown, J. H. F. Glegg, F. Jack, and C. T. L. Nooks, Messrs. A. L. Black, H. Robbins, R. N. J. Goldsmith and James Scott, from Shanghai for Singapore—Messrs. J. W. Campbell, R. M., and G. S. Casson, for London—Mr. W. G. Smith, from Kobe for Singapore—Mr. J. B. Girma-homed, for London—Mr. A. Bevin, from Yokohama for Marseilles—Mr. A. B. B. For London—Surgeon Morlye Bieton.

## Steamers Expected.

Vessels	From	Agents	Due
König Albert	Japan	M. & Co.	Dec. 21
Rubi	Manila	B. & S.	Dec. 21
Kayashima	Singapore	N. Y. K.	Dec. 21
Namsang	Singapore	M. & Co.	Dec. 22
Glenloch	Singapore	McG. & G.	Dec. 22
Emp. of China	Japan	C. P. R. Co.	Dec. 23
Bayern	Singapore	M. & Co.	Dec. 24
Gaelic	Japan	O. & O.	Dec. 24
Tijalatjap	Moji	C. J. L.	Dec. 24
Calchas	Moji	B. & S.	Dec. 26
Taiyuan	Sydney	B. & S.	Dec. 27
H'kong Maru	San Francisco	P. M. Co.	Dec. 31
Athenian	Vancouver	C. P. R. Co.	Jan. 5
China	San Francisco	P. M. Co.	Jan. 10

## Ships Passed The Canal.

Outward—13th November—Satsuma, Yang Tze, Renary, Queen Mary, Japan, Wurzburg, 17th November—St. Kilda, 20th November—Bernicia, Hakata Maru, Dragoman, Anhui, Min, Radley, Auchenrag, St. George, 25th November—Shimosa, Alesia, Glenloch, Indradeo, Claverburn, Benedi, 28th November—Pyrrhus, Crusader, Tydes, 1st December—Bayern, Howick Hall, Badeni, Bristol, Gloamin, Palermo, 4th December—Awa Maru, Nestor, Polynesian, Chardoun, 8th December—Carl Chenan, 12th December—Keemun, Palma, 14th December—Macduff, 16th December—Glenyale, Kanagawa Maru, Sakken, Shanghai, 18th November—Vindobona, 1st December—Juno, 4th December—Preussen, 16th December—Freiburg.  
 Arrivals at Home—13th November—Bamber, Inaba Maru, Konigsberg, Andalusia, 17th November—Socatra, 17th November—Seydlitz, Braemar, Beneluch, Ernest Simons, 20th November—Persia, 28th November—Utachi Maru, 1st December—Agamemnon, Abyssinia, Kentmere, Yarra, 4th December—Idoneus, Borneo, 8th December—Wakasa Maru, Pakling, Roon, Dharwar, 12th December—Brigavia, Sambla, 16th December—Australia.

## Shipping Reports.

Strong Glenroy from Amoy—Strong N.E. wind, and rough sea.  
 Str. Kansu from Tongku—Strong N.E. and N.W. winds during passage.  
 Str. Tingsang from Chinkiang—Fresh to moderate monsoon throughout, clear cloudy weather.  
 Str. Guthrie from Australian Ports—Experienced fine weather to Manila, strong monsoon crossing China Sea.

## Vessels in Port.

Amara, Br. s.s., 1,567, Matlock, 16th Dec., Karaas 11th Dec., Coal.—J. M. & Co.  
 Binb-Thuan, Fr. s.s., 984, Ribault, 15th Dec., Moji 10th Dec., Coal.—B. & Co.  
 Borneo, Ger. s.s., 1,068, Muhle, 17th Dec., Sandakan and Zamboanga 11th Dec., Timber and Gen.—M. & Co.  
 Bourbon, Fr. s.s., 2,100, Soucheur, 11th Dec., Saigon 3rd Dec., Gen.—Wing Seng.  
 Catherine Apar, Br. s.s., 1,730, Stewart, 15th Dec., Calcutta 28th Nov, Penang and Singapore 9th Dec., Gen.—D. S. & Co., Ltd.  
 Clavering, Br. s.s., 2,155, Barton, 11th Dec., Moji 6th Dec., Coal.—C. S. S. Co.  
 Decima, Ger. s.s., 794, Christiansen, 14th Dec., Moji 8th Dec., Coal.—S. W. & Co.  
 Elgi, Norw. s.s., 708, Christophersen, 17th Dec., Amoy 15th Dec., Ballast.—C. & Co.  
 Houslow, Br. s.s., 1,863, Adelaide, 14th Dec., Mororan and Dec. Coal.—J. M. & Co., Ltd.  
 Indrasimha, Br. s.s., 3,366, Craven, 7th Dec., Portland, Or., via Moji 3rd Nov, Gen.—Allan Cameron.  
 Koshichang, Ger. s.s., 1,293, Spieren, 2nd Dec., Bangkok and Ang Hin 21st Nov, Rice.—B. & S.  
 Korea, Am. s.s., 5,651, Seabury, 14th Dec., San Francisco 18th Nov, and Shanghai 12th Dec., Mails and Gen.—P. M. S. S. Co.  
 Kwongsang, Br. s.s., 1,427, Lake, 18th Dec., Canton 17th Dec., Gen.—J. M. & Co.  
 Loosok, Ger. s.s., 1,200, Leuss, 15th Dec., Bangkok 5th Dec., Rice and Wood.—B. & S.  
 Mercedes, Br. s.s., 2,935, McGregor, 12th Dec., Wellington 17th Dec., Coal.—Admiralty.  
 Petrarch, Ger. s.s., 1,251, Ahrens, 11th Dec., Sourabaya 30th Sept., Sugar.—S. W. & Co.  
 Prima, Norw. s.s., 761, Meyer, 14th Dec., Manila 10th Dec., Ballast.—S. W. & Co.  
 Selun, Norw. s.s., 865, Fingalsen, 13th Dec., Canton 12th Dec., Gen.—E. A. F. Co.  
 Shakanu Maru, Jap. s.s., 2,054, Suista, 12th Dec., Moji 6th Dec., Coal.—D. & Co., Ltd.  
 Tamsui, Br. s.s., 919, Eedy, 17th Dec., Shanghai and Amoy 12th Dec., Gen.—B. & S.  
 Tartar, Br. s.s., 4,125, Evans, 16th Dec., Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.  
 Undine, Norw. s.s., 1,017, Torbjørnsen, 13th Dec., Moji 8th Dec., Coal.—Order.  
 Victoria, Am. s.s., 2,500, Truebridge, 13th Dec., Tacoma 16th Nov., Gen.—D. & Co., Ltd.  
 Würzburg, Ger. s.s., 3,246, Binsler, 15th Dec., Singapore 8th Dec., Gen.—H. A. L.

## SAILING VESSELS.

Brilliant, Br. sq., 3,600, Cowlishaw, 23rd Dec., Shanghai 16th Dec., Gen.—S. O. Co.  
 Vale of Doon, Br. sq., 669, Wisemore, 13th Dec., Rajang 9th Nov., Timber.—S. W. & Co.

## Lost Office.

A Mail will close for—

Namiao—Per Taike, 20th Dec., 9 A.M.  
 Sanbu—Per Hoi Fu, 20th Dec., 9 A.M.  
 Macao—Per Wingchai, 20th Dec., 9 P.M.  
 Canton—Per Honam, 20th Dec., 9 A.M.  
 Kongmoon, Kumchuk and Samshui—Per See Wui, 20th Dec., 9 A.M.  
 Canton—Per Pouch, 20th Dec., 9 A.M.  
 Kongmoon, Kumchuk and Samshui—Per Cheongkong, 20th Dec., 9 A.M.  
 Canton—Per Honam, 21st Dec., 7:30 A.M.  
 Macao—Per Heungshan, 21st Dec., 1:15 P.M.  
 Shanghai—Per Lyeemoon, 21st Dec., 2 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Yuh, 21st Dec., 2 P.M.  
 Canton—Per Kinshai, 21st Dec., 4 P.M.  
 Swatow, Amoy and Foochow—Per Thales, 21st Dec., 5 P.M.  
 Canton—Per Fatshan, 22nd Dec., 7:30 A.M.  
 Manila—Per Rohilla Maru, 22nd Dec., 10 A.M.  
 Bangkok—Per Elizabeth Rickmers, 22nd Dec., 11 A.M.  
 Straits and Calcutta—Per China, 22nd Dec., 1 P.M.  
 Macao—Per Heungshan, 22nd Dec., 1:15 P.M.  
 Singapore, Penang and Calcutta—Per Catherine Apar, 22nd Dec., 2 P.M.  
 Cebu and Iloilo—Per Kwaiyang, 22nd Dec., 3 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Yuh, 22nd Dec., 3 P.M.  
 Ningpo and Shanghai—Per Tientsin, 22nd Dec., 4 P.M.  
 Canton—Per Pouch, 22nd Dec., 5 P.M.  
 Canton—Per Honam, 23rd Dec., 7:30 A.M.  
 Etrona, &c., India, via Tuticoria—Per König Albert, 23rd Dec., 11 A.M.  
 Macao—Per Heungshan, 23rd Dec., 1:15 P.M.  
 Manila—Per Sungkiang, 23rd Dec., 3 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Yuh, 23rd Dec., 3 P.M.  
 Canton—Per Kinshai, 23rd Dec., 5 P.M.  
 Macao—Per Heungshan, 24th Dec., 1:15 P.M.  
 Kongmoon, Kumchuk and Samshui—Per See Yuh, 24th Dec., 3 P.M.  
 Manila—Per Rubi, 26th Dec., 9 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Korea, 26th Dec., 11 A.M.  
 Europe, &c., India, via Tuticoria—Per Salazar, 26th Dec., 11 A.M.  
 Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per Chingtu, 30th Dec., 3 P.M.  
 Kobe—Per Taiyuan, 1st Jan., 3 P.M.

## TO-MORROW.

## CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5:45 p.m.  
 Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9:30 a.m. Benediction, 5:30 p.m.  
 German Bethesda Chapel, West Point—Morning Service, 11 a.m.  
 St. Francis Church, Wanchai—Mass (Chin.) 6 a.m., (Port.) 7:30 a.m. Benediction, 5 p.m.  
 St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
 St. Anthony's Chapel, West Point—Mass, 8 a.m.  
 Wesleyan Methodist Church—Morning Service, at St. Andrew's Hall, during the enlargement of the Church, at 10:15 a.m. Sunday School and Bible Class at the Soldiers and Sailors Home, Arsenal Street, at 3 p.m. Evening Service at the Soldiers and Sailors Home at 6 p.m.  
 Union Church—Services, 11 a.m., and 6 p.m.  
 St. Peter's Seamen's Church, Queen's Road West, Matins 11 a.m., Venite, Hayes, Te Deum, Lawes' Jubilate, Russell, Hymns, 65, 463, 476 and 235. Kyrie, Nares.  
 Holy Communion 12:15 p.m.  
 Evensong 5:30 p.m., Magnificat, Hawkins; Nunc, Turner; Hymns, 460, 76, 445 and 16.  
 The Church launch Dayspring will call on ships carrying white crews to bring friends ashore to the services between 9:15 and 10:30 a.m., and between 5:15 and 6 p.m. (Kowloon Police Pier, 10:30 and 6 p.m.); returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.  
 Sunday school 10 to 10:45 a.m.

## VISITORS AT THE HOTELS.

KING EDWARD.  
 Hale, Mrs. M. P. Reid, Arch.  
 Hawley, Miss M. Rose, Mr. and Mrs. T.  
 Hawley, Miss W. J. Rose, Mr. and Mrs. T.  
 Geo. T. Hawley, Mr. and Mrs. Stephens, Mr. and Mrs. J. D.  
 Hollingsworth, A. H. Stokes, Capt. and Mrs. Hawley, Mr. and Mrs. Talati, Mr. and Mrs. M. Geo. T.  
 Lambkin, Mrs. V.  
 Lambkin, Miss M. Frank.  
 Muelle, Ed. (Consul for Vaughan, H. S. Peru).  
 KOWLOON.  
 Boyd, S. R. McChesney, D. N.  
 Bremher, Mr. Merleker, Lieut.  
 Collins, H. M. Schiess, Mrs. and Miss  
 Harrison, W. B. Shaffer, Thos.  
 Hunter, Miss Williams, Capt.  
 Kynoch, G. W. Zychal, Mr. and Mrs.  
 Macgregor, Mr.

HONGKONG.  
 Lewis, A. R.  
 Lewis, Miss C.  
 Livingstone, Miss  
 Macgowan, R. J.  
 Mackenzie, Mr. and Mrs. G. S.  
 Marriott, Dr. O.  
 Mackie, G.  
 Mas, Sidney.  
 Mas, Mr. and Mrs. E.  
 Metran, T. P.  
 Meilde, Mr. and Mrs. E.  
 Miller, P. L.  
 Murphy, Mr. and Mrs. E. O.  
 North, C. J.  
 Oakley, Mr. and Mrs. Osborn, Mrs. F.  
 Parfitt, W.  
 Pattie, J. A.  
 Phillips, J. H.  
 Porter, Mrs. S. K.  
 Potter, A. G.  
 Potts, W. H.  
 Price, S. R.  
 Reiss, Hugo.  
 Ross, S. R.  
 Sassoon, E. R.  
 Sayle, R. T. D.  
 Selden, Miss E. J.  
 Selden, Miss J. S.  
 Simmers, Mr. and Mrs. Glover, C.  
 Skott, C.  
 Snowin, E. A.  
 Sumerville, Geo.  
 Stuart, Mrs. Leslie C.  
 Taylor, Mrs.  
 Tray, Jas. de  
 Trutwin, Mrs.  
 Valpy, G. C.  
 Vernon, Mr. and Mrs. J.  
 Walker, Mrs. J.  
 Watkins, G. A.  
 Weber, R.  
 White, O.  
 Whitton, Mrs. A. M.  
 Wieg, Mr. and Mrs. A. B.  
 Wolff, Philip.  
 Woolmer, Mr. and Mrs. Wright, Mr. and Mrs. Leighton, A. M.

CONNAUGHT.  
 Lee, G. E.  
 Campbell, R. E., Capt. Macfarlane, Dr. and Mrs. H. R.  
 Christie, Mrs. and Mr. D. Marston, Mr. and Mrs. Cronin, John.  
 Donald, W. H.  
 Dufour, Mrs. B.  
 Dulot, Mms.  
 Edwards, E.  
 Eyre, Mr. and Mrs. H.  
 Goetschel, L. F.  
 Hollmann, A.  
 Hills, L. D.  
 Howard, E.  
 Hume, Mr. and Mrs. R. Williams, Mr. and Mrs. Wilson, Mr. and Mrs. J. E.

ACCIDENTAL.  
 Akehurst, C. A.  
 Burdett, C. F. D.  
 Cobb, Wm.  
 Chandler, L. F.  
 Crosby, S. A. Mrs.  
 Gerard, Capt. J. C.  
 Gibson, Dr.  
 Halpin, F.  
 Hertel, B.  
 Kest, Dr. F.  
 Liddell, Mr. and Mrs.  
 Lopez, Amaro.  
 North, H. S.  
 Pezare, Lieut. T.  
 Peterson, A.  
 Pettit, A. V.

PEAR.  
 Allison, C.  
 Aubert, H. and servant.  
 Beattie, J. M.  
 Behn, Carl.  
 Bensen, Major and Mrs.  
 Bolagovsky, Mr. and Mrs. C. de, maid.  
 Mitchell, R.  
 Mortimore, Miss E.  
 Morris, Dr. and Mrs.  
 Ollis, Mr. and Mrs.  
 Ormiston, Major and Mrs. J. W.  
 Plant, J. E.  
 Pollock, H. E.  
 Pratt, Major and Mrs.  
 Reid, T. H.  
 Saper, Mrs. W. E.  
 Shaw, Miss F.  
 Sinclair, J. J.  
 Smith, A. Findlay.  
 Smith, C. W.  
 Smith, Mrs. A. M.  
 Spackhaver, W. O. C.  
 Stevenson, D.  
 Watson, Mr. and Mrs. Wenborn, S. T.

CRAIGIEBURN.  
 Austen, Dr. and Mrs. T. Powell, Mr. and Mrs. Bent, Mrs. Stanley and children.  
 Crafter, R. H. Smith, Mr. and Mrs. Grant.  
 Dunn, G. H. Grant.  
 Duff, J. S. Smith, Mr. E. Grant.  
 Falloon, C. H. Walker, Lieut. and Mrs. Gaskell, Mr. and Mrs. and child.  
 Harvey, Lieut. and Woodward, Mr. and Mrs. and children.  
 Helms, W.  
 Berpins, M. de Llanos G.  
 Robrecht, L. Nothling, A. J.  
 Brusse, J. V. Noon, F. G.  
 Condy, Mr. C. and Mrs. Ridgeway, S. C.  
 Roberts, Capt. W. Samly, A. M.  
 Eaton, C. C. Simmon, L. P.  
 Hought, Dr. Willey, Mr. Young, L. C.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation, Ltd.	\$ 125	Div. of £1.10/- @ 1/8=\$18 for half year ending 30.6.1903	\$67 1/2
National Bank of China, Ltd.	\$ 8	3 1/4=\$1.90 for 1902	\$30 b
Do. Founders.	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.	\$ 100	32 per cent=\$32 per share for 1902	\$490 a
China Traders' In. Co., Ltd.	\$ 25	16 1/2=\$1 for year ended 30.4.1903	\$57 a
North China In. Co., Ltd.	\$ 25	Final of £1 making £2 for 1902	Tls. 219 a
Yangtze In. Association, Ltd.	\$ 60	20 1/2=\$2 for 1901	\$135
Antion In. Office, Ltd.	\$ 50	30 1/2=\$15 per share for 1902	\$175 a
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$310
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$88 b
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$24
Indo-China S. N. Co., Ltd.	\$ 10	5 1/2=10/- per share for 1902	\$76 a
China & Manila S.S. Co., Ltd.	\$ 50	10 1/2=\$5 per share for 1900	\$18
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903	\$50 a
Star Ferry Co., Ltd.	\$ 5	\$1.20=12/- for year ending 30.6.03	\$19 b
Shell Transport & Trading Co., Ltd.	\$ 1	3rd Interim of 6d. for 1902	£1 1/2 s
Taku Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2 1/2 for 1903	Tls. 36
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 4 1/2=Tls. 2.00	Tls. 52 1/2
Do. Preference	Tls. 50	Interim of 3 1/2=Tls. 1.75	Tls. 47 1/2
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$105 b
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7 1/2 for year ending 30.6.02	Tls. 60
MINING.			
Punjom Mining Co., Ltd.	\$ 11	None	\$1 1/2 s
Société Française des Charbonnages du Tonkin	Fr. 350	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 a
Raub Australian Gold Mining Co., Ltd.	£18.10	No. 12 of 1/- per share 28.1.01	\$8 a
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 b
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 1/2=\$6 for 1 year 30.6.03	\$204 a
S. C. Farnham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 128 b
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$96 b
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$2 1/2 for 1902	\$38 a
Shanghai & Hongkew Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 220 a
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 1/2=80 cents per share for 1902	\$9 1/2
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$157 1/2 b
K'loon Island & Building Co., Ltd.	\$ 30	\$2.50 per share for 1902	\$35 b
West Point Building Co., Ltd.	\$ 50	Interim of \$1 1/2 for 1903	\$12 1/2 a
Aster House Hotel Co., Ltd.	\$ 50	\$6 for first 1 year 30.6.03	\$148
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	2 1/2 for year ending 30.6.03	\$28 b
Humphreys Estate & Finance Co., Ltd.	\$ 10	6 1/2 for year ending 31.3.03	Tls. 13 1/2
Shai Land Investment Co., Ltd.	\$ 50	9 per cent. for 1902	\$11 b
Do.	\$ 50	Interim of 6 1/2 for 1903	Tls. 103 1/2
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Final of 60 cents, making \$1 for 1902/1903	\$15 1/2 b
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3 1/2 for period ended 31.10.97	Tls. 37 a
International Cotton Manufacturing Co., Ltd.	Tls. 75	Interim of 3 1/2 on account of 1898	Tls. 25 b
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4 1/2 on acct. of 1898	Tls. 40 a
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4 1/2 for period ended 31.12.00	Tls. 170 b
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 1/2 for year ending 30.6.1900	\$250
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15
Shanghai-Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 51 b
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 1/2=\$1.20 per share for 1902	\$25 a
China-Borneo Co., Ltd.	\$ 12	First year	18 a
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 1/2 for 1903	\$14 1/2 a
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$7 1/2 a
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2 b
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	\$ 10	10 1/2 div. and 1 1/2 bonus for 1901	\$40 b
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145 b
Geo. Fenwick & Co., Ltd.	\$ 25	15 cent=\$3.75 for 1902	\$48 b
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$3 for 1903	\$245
Hongkong High-Level Tramway Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320
Dairy Farm Co., Ltd.	\$ 6	\$14 for year ending 31.7.1903	\$12 1/2 b
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 a
Bell's Asbestos Eastern Agency, Ltd.	£12.6	.....	\$5 a
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents for year ending 31.5.03	\$20 b
Do. Founders.	\$ 10	\$29.70	\$67 1/2
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Final of 6 1/2 making 12 1/2 for year	\$15 1/2 b
China Light & Power Co., Ltd.	\$ 10	None	\$15
Manila Investment Co., Ltd.	\$ 50	None	\$5 b
William Powell, Ltd.	\$ 10	\$1 for year ended 30.6.1903	\$9
Maatschappij tot Mijn. Bosch. en Landbouw exploitatie in Langkat, Limited	Guilders 100	5th interim dividend of Tls. 7 1/2 paid 15.12.1903 making 30 for Tls. 35 for the year ending 31.10.03	Tls. 315 a
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
South China Morning Post, Ltd.	\$ 25	First year	\$25
Telegraphic Address—"Rialto". BENJAMIN, KELLY & POTTS, Telephone No. 148, P. O. Box No. 111. Share Brokers.			
NOTE:—b=buyers, s=sellers, sa=sales.			



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